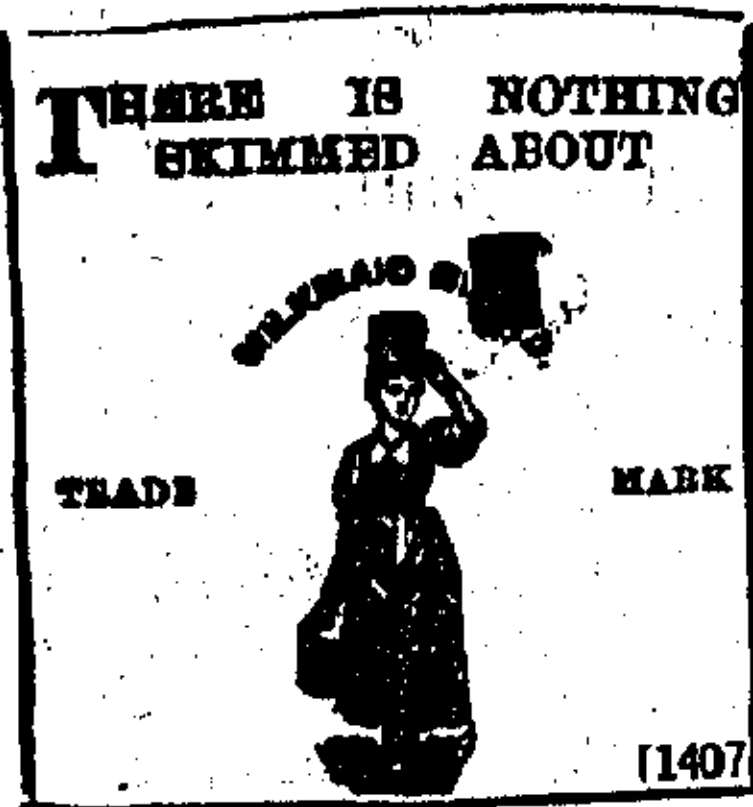
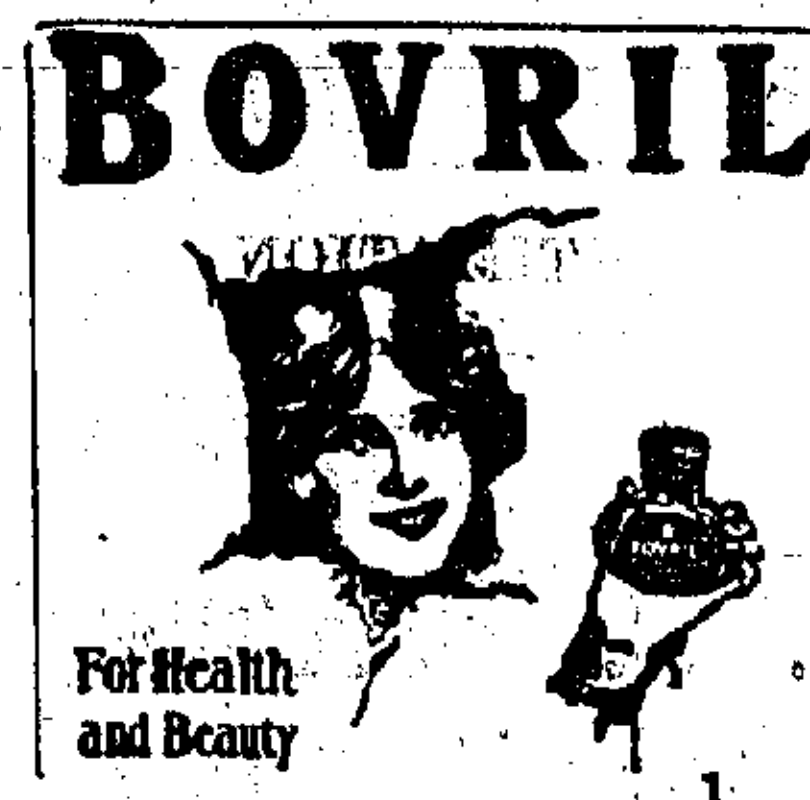




Hongkong Daily Press.

ESTABLISHED 1857.



No. 17047, 號七十四零千七萬一第 日二十月一十年子壬 HONGKONG, FRIDAY, DECEMBER 20th, 1912. 五拜禮 號十二月二十年二十百九千一英海曆 PRICE, \$3 PER MONTH.

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[a1383]

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[a26]



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[a819]

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Manager
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Hongkong.
Hongkong, 1st September, 1910. [a29]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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ACKNOWLEDGMENT.
Mrs. FITZGERALD begs to thank her many friends for their kind sympathy in her sad bereavement.

HONGKONG OFFICE: 104, DES VIGUEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 20TH, 1912.

We regret that we are unable to report this morning any sensible weakening of the boycott of the electric tram cars as a result of the example set by the leading Chinese merchants of the Colony who travelled in the cars on Wednesday afternoon in order to publicly disavow their connection or sympathy with the boycott, which has been maintained now for nearly a month. The warning conveyed by the publication of the Boycott Prevention Bill has been disregarded by the organisers of the boycott—whenever they may be—and though the termination of the boycott would not have led the Government, we imagine, to abandon a measure which it was intended to place on the Statute book for use not only in the present instance, but whenever in the future any attempt is made to unduly and improperly interfere or hamper lawful business and commercial undertakings in the Colony, yet we should have been glad to see the Chinese community in this Colony showing a deeper respect for authority and a better appreciation of the privileges and advantages they enjoy under

British rule. To the European resident it is incomprehensible that so close a boycott could have been maintained for so long unless all—high and low—were in strong sympathy with it; but we take it that the presence of a hundred and fifty Chinese merchants at Government House on Wednesday was intended to be, as much a protest against the boycott as a public disavowal of their connection with it. After the meeting they crowded into the cars and rode in them. We have not heard that any of them were molested or interfered with, yet if one asks why they have not, and still do not, individually, make use of the cars, as formerly, the only explanation obtainable is that they are afraid of "bad characters."

Be it noted that the only cases of intimidation, or attempted intimidation brought before the Courts have been cases which have come directly under the observation of the police. We repeat what we have said before that it is the duty of every law-abiding Chinese citizen to give the police every assistance in this matter in order that they may lay hold of the persons who defy the law against intimidation. Are they doing this? If not, why not? If they had been doing this we suppose many more of these cases would have come into the police courts. There have been, in fact, but few such cases, and we are unable to understand how it is that not only the leading merchants but the Chinese section of the Police Force, both detective and uniformed, and also the district watchmen have failed to render any noteworthy service in this connection. When men who say they would, but dare not, travel on the cars fail to bring to the notice of the police the persons who are alleged to inspire these fears, they must themselves be held to be in some degree responsible for the continuance of the boycott, and the Government has no option but to meet the situation by some such measure as the Boycott Prevention Bill, which was passed through all its stages at yesterday's meeting of the Legislative Council.

Our attention has been drawn to a comment on the boycott which appeared in English in a bi-lingual newspaper called *The Independent* which has recently started publication in Canton. The comment is brief and we quote it in full:—

For three weeks a boycott by our Nationals of Trams and the Kowloon Ferry conveyances has been assiduously prosecuted at Hongkong because the said conveyance companies have decided to refuse Chinese money in payment of fares. Now, we are informed, through our Hongkong contemporaries, that intimidation is being freely used to prevent our people from using the trams. Whether the information be correct or otherwise we do not know, but *The Independent*, being pledged to state fact and support right, therefore desires to place the matter before our readers as unbiased as possible. Boycotting, which was first instituted by the "Irish Land League" in 1890-91, has for the past twenty-two years proven a most potent weapon in the hands of those who know how to properly use it. A man has the right to trade with whom he will and to travel how he will, provided he has the wherewithal to pay therefor, and no one shall say him nay! It is the privilege of my neighbour to say how he will travel, but it is not his right to say how I must travel. Let us not forget that in almost every instance where compulsion has been used the boycott has resulted in *Shat Tai Man* (loss of face).

If America, England or Germany were to insist that we use their money as a medium of exchange, would we consider they were justified in their demands? We think not. Let us place our own monetary standard on a par with other nations and then (with the difference of exchange) there will be no necessity for "Boycott."

The argument is not very clear, but we gather that the intention is to support the British attitude. Chinese residing in America, England, or Germany must use of necessity the currency of the country in which they reside, and Chinese who go to those countries merely on a visit likewise find that Chinese coin, whether minted at Canton, Foochow, or Tientsin, will not be accepted as legal tender in those countries. Neither America, England nor Germany wish to insist upon the use of their currency in China; nor does Hongkong desire to insist that the Chinese people in Kwangtung shall use British coin, though, as a matter of fact, an estimate we have been at some pains to obtain places the amount of British subsidiary silver coins still in circulation in the two Kwang provinces and neighbouring territories at the enormous figure of about thirty million dollars, mostly represented by the ten-cent coin. This coinage has not been forced on the fifty millions of people inhabiting those regions; they have preferred to use it; they still prefer to use it, and in the case of the ten-cent coin especially, the generality of Chinese in China reject the coinage of their own country. This incontrovertible fact makes the present boycott in Hongkong all the more mysterious, and when we have got to the bottom of this mystery we shall learn who are inspiring the undue and improper interference with lawful business in Hongkong.

Lieutenant Cyril N. Steel, quartermaster of the 25th Punjab, stationed at Hongkong, has been promoted to the rank of captain.

The Rev. F. T. Johnson, formerly chaplain of St. John's Cathedral, has accepted the living of Little Casterton, near Stamford, Lincolnshire.

We have received from the American Consulate General the following typhoon warning transmitted from Manila Observatory: Cyclone or typhoon East of Luzon more than 300 miles distant, recurring North-East.

A fire broke out in Messrs. Liddell Brothers & Co.'s four-storied Press Packing House and Godown at Hankow on the 12th inst., but was fortunately confined to the two top storeys and the machinery will be saved.

Letters of administration have now been granted in London of the estate in England of the King of Siam, who died at Bangkok on Oct. 23, 1910, intestate, so far as his property in England is concerned. The Siamese Minister returns the value of the property in England at £111,850.

The new building of the Peking Club, which has been occupied by the members for the past three months, has now been formally opened by a Members' Banquet, at which Mr. H. Cordes, in the unavoidable absence of Mr. de Cartier, presided, and covers were laid for over 70. A portion of the band of the South Wales Borderers came up from Tientsin for the occasion, and played during the evening. Mr. Cordes formally declared the Club open. Sir Robert Bredon, as one of the oldest resident members, being called upon to speak, gave an impromptu speech. After dinner there was a *gala* entertainment, the motif of which M. de Hoyer explained very well.

LANDSLIP AT SHATAUKOK.

The police have been informed that a landslip took place at Shataukok on Wednesday afternoon which resulted in a woman losing her life. It appears that the deceased with others was engaged in moving stone and earth, and a portion of earth fell away, burying the deceased. While one man went to summon a doctor from the military encampment close by, others made great efforts to rescue the woman. She was eventually brought out alive, and was attended by a military doctor, who advised her removal to the hospital. Her husband would not consent to this course, and the woman died after removal to her own house.

"THE IDEAL HUSBAND"

We doubt if an amateur theatrical performance has ever been given in the Hongkong Theatre which has evoked such unanimous appreciation as "The Ideal Husband" has won. The second performance was given last night, and first impressions were fully confirmed. All were perfectly at home in their parts; not a halt could be detected, and no higher compliment could be paid than to say that each fitted his or her part as to the manner born. Very careful attention was evidently paid in the rehearsals to the enunciation of lines so that nothing of the sparkling brilliance of the dialogue was lost to the audience. Last night's performance was no less successful than the first, and the defects are so trifling that it would seem hypercriticism to point them out.

Our first notice omitted a word of praise for the Orchestra of the Sociedade Philharmonica. We gladly take this opportunity of repairing the omission, for praise is well deserved. Last night's audience was highly delighted, and floral compliments were presented to Mrs. Logan.

THE MAGISTRACY.

For allowing bullocks to stray at West Point two Chinese were yesterday fined \$10 each.

A European for being disorderly at the Sailors' Home was yesterday brought before Mr. Hazeland and fined \$5.

Mr. Hazeland imposed a fine of \$25, or one month's imprisonment, upon a Chinese who was found by Inspector Dymond in possession of a quantity of military blank cartridges and spent cartridges.

L.S. Wills appeared before Mr. Hazeland yesterday and said he wished to withdraw the charge against a man who was under arrest on suspicion of being concerned in the murder of an Indian at Hungtom. His Worship consented.

A particularly mean theft came under the notice of Mr. Hazeland yesterday. It was stated that the prisoner had stolen a bundle containing cotton, clothing, thread, etc., belonging to a street "sew amah." He was sentenced to one month's imprisonment.

A man and a woman were charged before Mr. Melbourne yesterday with kidnapping two children and also with kidnapping a woman. They were remanded, bail being fixed in the case of the woman at \$1,000 and in the case of the man at \$3,000.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

FIGHTING AT JANINA.

Reuter's correspondent at Athens states that the Greeks bombarded the fort at Bizani for a whole day, silencing the Turkish guns and exploding an artillery magazine. The capture of the fort is expected immediately. It will open the road to Janina.

The Turkish version of the fighting near Janina states that the Greeks were defeated after a battle lasting six hours with 400 wounded and 126 killed. They abandoned three quick firing guns.

THE PEACE NEGOTIATIONS.

Reuter learns that despite adverse reports the attitude of the Servians at the Conference is entirely moderate. While naturally desiring a seaport on the Adriatic Servia has intimated her willingness to leave the matters in the hands of the Powers.

The new Servian Minister at Vienna, M. Jovanovic, is expected to begin negotiations to remove misunderstandings.

Reuter's correspondent at Constantinople states that the Council of Ministers have again instructed the Ottoman delegates regarding their attitude to the Greeks in the Peace Conference.

MEETING OF AMBASSADORS.

Sir Edward Grey was present at Wednesday's meeting of the Ambassadors. It is understood that the future status of Albania was discussed.

RUSSIA'S INTERESTS.

M. Kokotzoff, President of the Council, speaking in the Duma, said that Russia, as a great Slavonic Power, cannot be indifferent as to whether the Balkanites obtain conditions of existence consonant with their achievements by bloodshed, and thereby be saved from dangerous complications in the future, nor can the Government underrate Russia's historic interests. There was no reason to change their calm attitude. They were confident of the support of their friends, and hoped the Powers would arrive at a settlement, reconciling their interests with the just demands of the Balkan States. The Government most sincerely welcomed the British initiative in the discussion.

MR. CHURCHILL AND ADMIRAL BRIDGEMAN.

LONDON, December 19th.
At question time in the House of Commons, Mr. Churchill said he saw no reason to shrink from placing on the table the correspondence between Vice-Admiral Sir F. Bridgeman and himself, but he did not propose to do so as it was private correspondence.

BRITISH LEGISLATION.

LONDON, December 19th.
In the House of Commons Mr. Asquith announced that when they re-assembled on the 30th December they would proceed with the Home Rule Bill. He hoped that the Home Rule Bill, the Welsh Disestablishment Bill and the Franchise Bill would be completed early in February, and that they would also be able to complete the Trades Unions, Railways, and Pilotage Bill, but they could not undertake that the Trade Unions Bill would be brought within the Parliament Act.

WELSH DISESTABLISHMENT.

The concession offered by the Government with respect to giving the Church £15,000 more than was originally proposed was adopted without a division. The Welshmen dissociated themselves from the concession but considered it to be their duty to accept the Bill in view of the necessity of obtaining religious equality.

ARMY COUNCIL.

LONDON, December 19th.
Lieut.-Colonel Von Donop has been appointed the fourth member of the Army Council.

[THROUGH REUTER'S AGENCY.]

THREATENED SHIPPING STRIKE.

LONDON, December 19th.

The executive of the Seamen's and Firemen's Union have issued a circular referring to the announcement that the Shipping Federation would grant the men a substantial increase of pay in the new year, and threatening a strike unless the owners agree to confer with the representatives of the men on the 30th December regarding the amount of the increase.

UNREST IN PORTUGAL.

LONDON, December 19th.

Reuter's correspondent at Lisbon telegraphs that the Premier has postponed his visit to Oporto. It is rumoured that this is in connection with a projected coup d'état at Lisbon by extreme Republicans.

The troops have been confined to barracks for five days. An explosion took place in a powder magazine in the suburb of Chellas, in which one man was killed.

A bomb was exploded at Rocio, and a station official was fatally injured.

CADADA AND EMPIRE DEFENCE.

LONDON, December 19th.

Reuter's correspondent at Ottawa telegraphs that in the Canadian House of Commons Mr. Foster, the Minister for Naval Affairs, resumed the debate on the naval programme. He pointed out that Canada's contribution did not mean the abandonment of her permanent policy. Nothing would so hearten the outlying parts of the Empire as the news that Canada lengthwise was ranging herself with the other Dominions in the defence of the Motherland. He condemned the idea that Canada was holding aloof from the vortex of militarism in Europe, pointing out that the menace was there and the crisis would be there and there the decision would be made. If the present measure was blocked, it would mean a delay of two years, and meantime the fate of the Empire might be decided.

DISASTROUS COAL MINE EXPLOSION.

LONDON, December 19th.

A message from Berlin says that an explosion has occurred in a coal mine at Mengede, over 30 being killed.

Forty-three dead and 13 injured were brought up.

FRENCH PRESIDENCY.

LONDON, December 19th.

M. Leon Bourgeois has declined to accept the candidature for the French presidency for reasons health.

THE DEATH OF MR. WHITELAW REID.

LONDON, December 19th.

The United States has accepted the offer of Great Britain to convey the body of Mr. Whitelaw Reid to his native land.

The cruiser *Natal* will convey the body of the late Mr. Whitelaw Reid to the United States, and it sails from Portsmouth on Saturday. Troops will escort the remains to Portsmouth.

THE LARGEST STEAMER IN THE WORLD.

Details of the construction of the Cunard steamship *Aquitania*, which will be the largest steamer in the world, were mentioned at a Board of Trade Inquiry at Glasgow.

Application was made by the Clyde Lighthouses Trust to deposit 1,000,000 cubic yards of dredged material upon a certain area on the lower reaches of the river. The removal is primarily required to permit of the *Aquitania* being taken out to the open sea. The vessel is expected to be launched in the spring, and by the following year will be ready for commission. She is 45,000 tons burden, and it is intended to widen and deepen the Clyde channelway.

Mr. Raeburn, chairman of the trust, stated that the *Aquitania* was a big problem, and every hour of their time would be required for the dredging.

Several local authorities objected to the application, but after reassuring statements had been made by the promoters, these were withdrawn, and Captain Monro stated that he would submit his report to the Board of Trade.

SUPREME COURT.

Tuesday, December 19th.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. RESS DAVIES, K.C.).

Pun Sang was indicted for being concerned with others who were convicted at the last sessions in the commission of a robbery with violence.

The following were the jury:—Messrs. G. F. Archbutt (foreman), John Taylor, Sheik Ebrahim Ismail, L. G. Rodrigues, V. F. Vieira Ribeiro, C. M. S. Soares, and R. Hutchinson Cousins.

The Crown Solicitor (Mr. J. H. Kemp) prosecuted, and prisoner, who was undefended, pleaded not guilty.

The Crown Solicitor said that the robbery which formed the subject of the charge was committed at 8.30 p.m. on the 12th of October near Sam-Tsui-po. A gang of men entered a house, terrified the master of the house and some women, and took away a quantity of jewellery and other property. The prisoner was identified by one of the women, and the case against the prisoner was made more simple by an admission of the offence which he made at the police station. Before the Magistrate prisoner did not repeat his confession.

The master of the house stated that the robbers rubbed pepper in his eyes and threatened to stab him to death if he gave an alarm.

The jury found the prisoner guilty, and, in passing sentence of seven years' hard labour, His Lordship said prisoner would have done better, like a number of other people of similar character, to have stayed in Canton instead of coming to Hongkong to make it the centre of robberies and other outrages. As he understood that prisoner was in a weak state of health his Lordship directed the prison authorities, through the Crown Solicitor, to only give him such work as his condition would allow of his performing.

THE DIOCESAN SCHOOL AND ORPHANAGE.

ANNUAL PRIZE-GIVING.

At the City Hall yesterday the annual prize distribution in connection with the Diocesan School and Orphanage (Girls) was held, a large number of residents being present.

Lady May, the Bishop of Victoria (Dr. Lander), Archdeacon Barnett, and the Rev. H. C. Moyle also attended.

An enjoyable selection of songs and recitations was given by the scholars, after which,

The Bishop of Victoria, in introducing Lady May, said that the Girls' School had now been in existence for 13 years, and had done excellent work in educating the girls of European and mixed parentage. In appealing for the support of those present, His Lordship said he could detail several reasons why the School deserved their support. It dealt with a very serious problem—the education of European children. While he was deeply thankful for all that had been done for the education of the Chinese, he thought many of them were glad to hear his Excellency say at the distribution of prizes at the Victoria School that morning that he considered there was not enough done for the education of European children. (Applause.) He was sure the Director of Education would bear him out when he said that the School possessed an efficient and capable staff. The School was partly a charitable institution, but he was glad to say that half of the money that was required to keep up the School was paid by the parents of the scholars. The School at the present time was passing through a financial crisis owing to the necessity of building a new School. As many of his hearers were aware, the premises in which the School had been held for the last 13 years had been sold. The late Governor, Sir Frederick Lugard, was very sympathetic and took steps to provide them with a good site on the Kowloon side, in King's Park. Hopes were entertained that the site would have been given free, but that was not to be, and they had to pay \$4,000 for it. The result was that they had to provide nearly \$50,000 for the site and the building of the new School. They were going on in faith, and they had already signed the contract, and the builders had started work. The Boys' School had given a grant of \$10,000, and the Government had promised \$10,000 when the building was completed. A certain number of friends had contributed, and he believed they had something like \$25,000. (Applause.)

LADY MAY then gracefully presented the prizes, and at the close Archdeacon Barnett proposed a hearty vote of thanks to her Ladyship. The Rev. Copley Moyle seconded, and it was carried with acclamation.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—
His EXCELLENCY THE GOVERNOR, SIR F. H. MAY, K.C.M.G.
His EXCELLENCY THE GENERAL OFFICER COMMANDING THE TROOPS, COLONEL C. W. ST. JOHN.
Hon. Mr. A. M. THOMSON (Colonial Secretary).
Hon. Mr. J. A. S. BUCKNILL (Attorney-General).
Hon. Mr. C. McI. MESSER (Colonial Treasurer).
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).
Hon. Mr. E. R. HALLIFAX (Registrar-General).
Hon. Captain F. J. BADLEY (Captain-Superintendent of Police).
Hon. Sir Kai Ho Kai, M.D., C.M.G.
Hon. Mr. WEI YUK.
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. C. H. ROSS.
Hon. Mr. J. W. C. BONNAR.
Hon. Mr. E. OSBORNE.
Mr. A. G. M. FETTER (Clerk of Council).

The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 61 to 65, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY laid on the table the report of the Finance Committee (No. 13), and moved its adoption.

The COLONIAL TREASURER seconded. His EXCELLENCY—Gentlemen, you will observe that Financial Minute No. 63 recommends the Council to vote a sum of \$107,000 in aid of the vote loss on subsidiary coins. With reference to this minute I would remind you that in his speech on the Estimates for 1912, Sir F. Lugard said that the Secretary of State, the Lord Commissioners of the Treasury considered the demonetisation of Hongkong subsidiary coins as an inadvisable measure. It was accordingly suspended during part of last year and during the current year. On my arrival I found an accumulation of over eight hundred thousand dollars (face value) of Hongkong subsidiary coin in the Treasury on which we were losing interest at the rate of about sixty-five dollars a day. I asked the Secretary of State whether he wished this accumulation to be put again into circulation. He replied by asking me my advice on the point. There were only three courses open to me (a) to keep it and continue to lose interest, (b) to put it back into circulation by sale of the coins, (c) to sell it as bullion. I advise the latter course because to adopt the first would have entailed heavier expense in the end; to adopt the second would have further depreciated our subsidiary coins which are already at a heavy discount and would have still left the coins out against us to involve us in loss of discount if they should find their way back to the Treasury and perhaps in the ultimate cost of redemption; and because in adopting the third we shall be continuing our efforts to bring our subsidiary coins back to par. This I must say I consider to be the bounden duty of this Government, for it is not fair that the public should be forced, as they are, to accept subsidiary coins in payment of debts up to two dollars and to allow these coins to remain at a discount. The Secretary of State approved my recommendation and the accumulation has been shipped to England for sale. I am afraid that this subsidiary coin question will continue to involve us in much expense for some time to come.

The motion was agreed to.

PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table the Quarterly Return of excesses on sub-heads met by savings under heads of expenditure and Explanatory Statement of increase in cost of the New Post Office.

SUMMARY OFFENCES AND PUNISHMENT ORDINANCE, 1912.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Summary Offences Ordinance, 1912." In doing so he said—One of the earliest Ordinances in this Colony was the Ordinance of 1845, which, amongst other things, tried to prevent undue noises in certain populous parts of the Colony, but that Ordinance was then confined to the City of Victoria. Well, Sir, the place has grown, and people have grown too, and numerous complaints have been received by the Government that this part of that Ordinance was not capable of being put into force elsewhere. Now it is proposed by this Bill, Sir, that the Ordinance should be extended over the whole Colony, but that it should only be put into operation in such areas as may from time to time be considered necessary. I understand at the present moment that the only area over which it is possible or proposed that it should be put into force is in the town and district of Kowloon.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

BOYCOTT PREVENTION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to prevent the undue and improper interference with or hampering of lawful business and commercial undertakings." In doing so he said—As I propose to ask the Council that the Standing Orders be suspended so far as may be necessary to put this Bill through the whole of its stages, I do not propose to make any remarks at this stage, but to confine what I have to say to when I move the second reading.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The ATTORNEY-GENERAL moved the second reading of the Bill, and in doing so I intend to remark upon it only very briefly. The object of the Bill is contained in the objects and reasons printed at the end of the Bill. The principle of

the Bill is to enable some sort of control to be exercised over attempts to interfere with the ordinary business transactions or to cripple or hurt industries in any way which is obviously improper and illegal. Now this Bill, Sir, creates a certain offence, and in addition to creating a certain offence it also provides that it should be possible to impose a tax which amounts to a levy in certain areas which are called in the Bill proclaimed areas. These areas are places where these projects, unlawful projects, are hatched, and from which these proposals to actually interfere with trade and business emanate. Now, Sir, it will be observed that in the Bill there are two important safeguards, and the principal of these is that it is possible to exempt from the operations of this special levy any property which for any good reason ought not to be included in the levy, and the second exemption will be contained in the clause which I shall propose to move in the committee stage, namely, that it shall not be necessary that this Bill should be always in operation, but that it should be possible for His Excellency to suspend its operation in whole or in part, for such time as His Excellency may consider fit; that is to say, that in the absence of any proclamation to that effect the Bill would ordinarily be part of the law of the Colony, but if His Excellency thought fit to issue a proclamation suspending the operation of the Ordinance or part of it, it would accordingly be suspended and out of operation. I propose to move a clause to that effect at a later stage. This legislation may perhaps seem a little unusual, but as a matter of fact it is so. It has ample precedent not only in England but elsewhere. One of the commonest forms of stopping matters over which there is no very ready control is by levying a special tax on the place where that improper conduct takes place, and also by making persons, even if they may not themselves be actually guilty, pay with the persons who actually are. As a matter of fact, this is one of the oldest principles in English law. With regard to offences which are created, I think no reasonably minded person can possibly have any objection to the creation of such offences. They are really offences in themselves, and in certain circumstances are already offences; but this Ordinance will more clearly define these offences.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On clause 9.

Hon. Sir Kai Ho Kai—May I ask what steps the Governor-in-Council proposes to take before proclaiming any area. It might be that certain bad characters from one district would come into a peaceful district and cause a riot. In such a case it would be extremely unjust to the peaceful inhabitants that they should be mulcted in this special levy while the district which harboured the bad characters escaped free. I think an explanation will allay the apprehension of the public.

The COLONIAL SECRETARY—Before any action is taken the Government would satisfy themselves by every possible inquiry as to the facts and circumstances which it would be possible to find out in connection with the matter before they issued the proclamation. In the case of the circumstances postulated by the hon. member it would be such an obvious case that it would be easy to apply the proclamation to the district in which the riot took place.

Hon. Sir Kai Ho Kai—Will arrangements be made to allow the leading inhabitants to give information or to appear before the Governor-in-Council to assist the Government in arriving at a correct conclusion?

The COLONIAL SECRETARY—If you will turn to sub-section 7 you will find that they will even receive rewards for giving information.

Hon. Sir Kai Ho Kai—I know that, but will there be an arrangement whereby the Governor can summon leading inhabitants of a particular district and question them, so that they will have a chance of stating their case before the proclamation is issued?

His EXCELLENCY—The Government will take every reasonable means of finding out all the circumstances. Of course in many cases the conduct of the people living in a district would be sufficient evidence whether they were starting a boycott or whether they were not. Supposing a shop was being boycotted, as happens in Ireland. It is not a difficult matter to find out who formerly patronised that shop and who were refusing to deal with it. I do not think that the hon. member need fear that advantage will be taken if unhappily it should be necessary to take action under this section to act unjustly or without proper inquiry.

Hon. Sir Kai Ho Kai—Then I take it, your Excellency, that every precaution will be taken to give the inhabitants of a district an opportunity of clearing themselves. If your Excellency will give an assurance to that effect—

His EXCELLENCY—I think I can give that assurance.

Clause 9 was then adopted.

The ATTORNEY-GENERAL proposed the insertion of a new clause which should be added to it. It was as follows:—

"It shall be lawful for the Governor at any time and from time to time by proclamation published in the Gazette to order that the operation of this Ordinance or any part of this Ordinance shall be suspended from such a day until such period as the Governor shall in the section of the proclamation determine, and it shall further be lawful for the Governor in like manner and at any time and from time to time to rescind any such order."

This Ordinance shall come into operation on the 15th day of December, 1912, but if at the expiration of seven days after the date of the coming into operation of this Ordinance or at the expiration of a like period after the date of the coming into operation of any order rescinding the suspension of the operation of this Ordinance issued under provisions of section 10 of this Ordinance, any state of boycotting or condition of boycotting which may be in existence at the date of the coming into operation of the Ordinance or of any such order, shall not have been entirely ceased and abated it shall be lawful for the Governor-in-Council to declare by Proclamation published in the Gazette that the provisions of section 8 of this Ordinance shall operate retrospectively and shall be deemed to have been in force as from such date as may by the said Proclamation be determined.

On clause 10.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On clause 11.

The ATTORNEY-GENERAL reported that the Bill had passed through committee, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

FINAL REVISION ORDINANCE, 1912.

The ATTORNEY-GENERAL moved the second reading of a Bill entitled, "An Ordinance for effecting the final revision and amendment of the Ordinances of the Colony from 1844 to 1912 inclusive before incorporating them in the New Revised Edition of the Laws of the Colony." In doing so he said—Judging from the mass of Bills which have already been passed through the Council before I had the honour of being a member of it, I expect members are tired of Bills of this character. This I hope is very nearly the last, though not actually the last. It is very long, and I am sorry to say I shall have quite a number of amendments. I have been in consultation with the gentlemen who are making the revision, and I think I have all the amendments up-to-date.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On clause 12.

The ATTORNEY-GENERAL reported that the Bill had passed through committee and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

Council then adjourned to permit of the Finance Committee considering several votes.

FINANCIAL MINUTES.

A meeting of the Finance Committee was held afterwards—the Colonial Secretary presiding. The following votes were passed:—

SUBORDINATE OFFICERS' QUARTERS.

The Governor recommended the Council to vote a sum of \$2,100 in aid of the vote Public Works, Extraordinary, Miscellaneous, Resumption of Inland Lot No. 805 in connection with site for Quarters of Subordinate Officers.

The CHAIRMAN—This is a vote required for the erection of a matched to provide accommodation for the additional police. It will be erected on the vacant piece of land near No. 8 Police Station.

MISCELLANEOUS WORKS.

The Governor recommended the Council to vote a sum of \$2,000 in aid of the vote Public Works, Extraordinary, Miscellaneous, Miscellaneous Works.

LOSS ON SUBSIDIARY COINS.

The Governor recommended the Council to vote a sum of \$107,000 in aid of the vote Miscellaneous Services, Loss on Subsidiary Coins.

The CHAIRMAN—His Excellency has already explained this vote.

Hon. Sir Kai Ho Kai—Does that represent the total loss?

The CHAIRMAN—It represents the balance of the total loss for the year. The total loss is \$197,000. The actual loss on this coin is difficult to ascertain until the books are sent in. There is a varying weight in Japaneese and other coins.

COMPENSATION ALLOWANCE.

The Governor recommended the Council to vote a sum of \$548 in aid of the vote Registrar-General's Department, Personal Emoluments, Compensation in respect of Quarters to the Hon. Mr. E. S. Hallifax while acting as Registrar-General from October, 1911, to November, 1912.

ROADS AND BRIDGES.

The Governor recommended the Council to vote a sum of \$2,500 in aid of the vote Public Works, Recurrent, Communications, Maintenance of Roads and Bridges in City.

The CHAIRMAN—This is for the purchase of a scarifier, and also for damage by large motors.

SECRET SERVICE.

The Governor recommended the Council to vote a sum of \$6,000 in aid of the vote Harbour Master's Department, C—Imports and Exports Office, Other Charges, Secret Service.

The CHAIRMAN—This is on account of the large number of important seizures of prohibited articles during the year.

LAW COURTS.

The Governor recommended the Council to vote a sum of \$11,051 in aid of the vote Public Works, Extraordinary, Buildings, Law Courts.

The CHAIRMAN—This is supposed to be the final amount the Council will be required to vote.

The DIRECTOR OF PUBLIC WORKS—No, Sir.

The CHAIRMAN—Except the consulting architects' fees which may be taken at about \$40,000.

The DIRECTOR OF PUBLIC WORKS—We have not yet received the final statement of the contractor's accounts.

The CHAIRMAN—The contractor defaulted.

The DIRECTOR OF PUBLIC WORKS—Yes, he did not fulfil the terms of his contract.

WATER WORKS.

The Governor recommended the Council to vote a sum of \$28,500 in aid of the vote Public Works, Recurrent, Water Works, Maintenance of City and Hill District.

The CHAIRMAN—This is entirely due to the extra work on account of the scarcity of water.

Hon. Sir Kai Ho Kai—Has the erection of public fountains reduced the consumption?

The DIRECTOR OF PUBLIC WORKS—It has been successful in reducing the consumption to three million gallons per day, which was the figure we estimated we would need to get down to in order to carry us through. The whole question is whether the streams will maintain the supply we are getting. For the past week we drew 15 millions of gallons from the reservoirs and we have 317 million gallons left. We had twenty-one weeks' supply in store at the beginning of the present week. The question is whether the streams will enable us to do without drawing any more from the reservoir.

Council then resumed.

The COLONIAL SECRETARY reported that Financial Minutes Nos. 61 to 68 had been considered by the Finance Committee and recommended for payment. He moved that they be adopted.

The COLONIAL TREASURER seconded, and the motion was agreed to.

WIRELESS TELEGRAPHIC STATION FOR HONGKONG.

His EXCELLENCY—At the commencement of the present year a Committee, consisting of two Government and two Naval members and one Military member, was appointed to enquire into the question of the erection of a wireless telegraph station in Hongkong. It had previously been ascertained that a high power station was not suitable for commercial work, as it could receive messages only from high power stations. The Committee reported that for commercial purposes a medium power station, having a day range of 850 miles, was the most suitable; and the Committee of the Chamber of Commerce concurred in this recommendation. This range was suggested because it would give communication with Shanghai, Formosa, the Philippine Islands, and probably with French Indo-China by day, and with Japan and Singapore by night. In February the Secretary of State for the Colonies suggested the erection of a 12 kilowatt station with a range of about 300 miles. The estimated cost of such a station was some \$2,000 as compared with some \$16,000 for the station recommended by the Committee. On the 27th August, I personally discussed the question with five members of the Committee of the Chamber of Commerce. I suggested that, in view of existing cable facilities, a low power station, giving reasonable facilities for communication between ship and shore, was sufficient for commercial purposes. Notes of the discussion were forwarded to the Secretary of State, who had previously been informed of the recommendation of the Committee and the Chamber of Commerce. Mr. Harcourt has now suggested that the power of the station should be five kilowatts, which is the power of the stations already erected at Colombo and Suva. He states that he is suggesting to the Governor of the Straits Settlements that the station to be erected at Singapore should be of similar power. He adds that the British North Borneo Company are proposing to erect 2.5 kilowatt stations at Sandakan, Jesselton, and Selimpou. He proposes that the Crown Agents for the Colonies should call for tenders forthwith for the erection of such a station. When all these stations have been erected ships with a wireless installation at any point of the sea between Hongkong, Singapore, and North Borneo will be within call of one or other of the stations, at any rate during the night, and will only be out of reach of a station during day time, if at all, for a short portion of their voyage. If hereafter the Imperial Government erects a high power station at Hongkong in connection with the Imperial Wireless Scheme it will be available for long distance commercial work. (Applause.) I shall be glad to learn whether honourable unofficial members concur in the proposal to erect a 5 kilowatt station at Hongkong for ship to shore communication. I have addressed the Chamber of Commerce on the subject, and I will then ask the Secretary of State to do as he proposes and call for tenders. I suppose that means that companies other than the Marconi Company will tender.

Hon. Sir Kai Ho Kai—At what figure does your Excellency estimate the cost?

His EXCELLENCY—I should think it would be somewhere in the vicinity of \$25,000 or \$30,000.

Hon. Sir Kai Ho Kai—It would have a range of 600 miles?

His EXCELLENCY—The range is much greater by night.

Hon. Sir Kai Ho Kai—Yes, but I am asking the distance by day.

His EXCELLENCY—The station at Suva is guaranteed in the day time to have a range of 300 miles, but it reaches much further. It reaches 600 or 800 miles.

His EXCELLENCY—Can hon. members say now if they approve or do they wish to consider the matter?

Hon. Mr. OSBORNE—No, Sir.

His EXCELLENCY—You are satisfied with the proposal?

Hon. Mr. POLLOCK—I think it is a very good proposal.

His EXCELLENCY—Council will adjourn sine die. I wish you all a Merry Christmas and a Happy New Year.

HONGKONG'S NEW POST OFFICE.

EXPLANATORY STATEMENT OF INCREASE IN COST.

The following statement was laid before the Legislative Council yesterday by command of His Excellency the Governor:—

1.—The proposal to construct a new building to accommodate the Post Office, Treasury, etc., was first dealt with by a Committee appointed in September, 1894, who recommended *inter alia* that competitive designs should be invited for such a building (*vide* Sessional Paper 31/1896).

2.—After prolonged correspondence and discussions, chiefly concerning the site on which the building should be erected (*vide* Sessional Papers 2/1898 and 16/1902 and Legislative Council Minutes 28.2.98), it was finally decided in 1902 to purchase the recently reclaimed area belonging to Sir Robert Jardine, on the west side of Pedder Street, at an outlay of \$505,280 (*vide* Sessional Paper 16/1902). This decision was confirmed by resolution of the Legislative Council on the 10th April, 1902. The sanction of the Secretary of State to invite competitive designs, as suggested by the Committee above mentioned, was obtained and the conditions of competition were published in December, 1902, one of such conditions being that the total cost of the building, exclusive of Architects' commission, was not to exceed \$600,000. The Architects' commission on this sum would have amounted to about \$25,000, thus making the total cost \$575,000. The building was specified to be 2 stories in height, with a basement underneath for storage purposes, etc.

3.—The design submitted by Messrs. Denison, Ram & Gibbs was selected on the 13th July, 1903, the firm being officially notified on the 17th July. In the report which accompanied their design, the following statement was made with regard to the cost:—

"With regard to the question of cost it is believed that the buildings can be built as shown on plans for the sum named in the conditions, viz., \$500,000; but the extent to which stone could be used, and steel construction and the better classes of wood made use of, would have to depend in great measure upon the local conditions of building prices at the time when tenders are invited. According to present information the estimate is made up as follows:—

Estimated cost of foundations including drainage \$122,000
Estimated cost of super-structure and fittings 353,000
Estimated cost of lighting, heating and ventilation 21,000
Contingencies 4,000
Total \$500,000

4.—The Public Works Committee, to whom the designs had been submitted in the beginning of May, recommended in their report of the 15th July, 1903, that a fourth storey should be added to the building and their recommendation was approved by Government. The question of the extra cost involved in this proposal was referred to Messrs. Denison, Ram & Gibbs on the 23rd July, who replied on the 27th July, 1903, that they estimated the cost of the additional storey at \$75,000. Adding Architects' commission (say, \$3,750) to this sum, the total estimated cost became \$603,750.

5.—Before preparing the Contract Drawings for the Superstructure, Messrs. Denison, Ram & Gibbs enquired what the wishes of the Government were as to the use of stone in the facade, adding that they would much like to have all the cornices, etc., and dressings throughout executed in granite, but they feared that this would be out of the question if the cost was to be strictly limited to the sum of \$500,000. They further stated that the same remark applied, though in a less degree, to the use of steel and the better classes of wood. They enquired whether they were to regard the sum mentioned as more or less binding or whether, in a building of such a character, materials of a more lasting character than those generally employed should be used.

6.—His Excellency Sir Henry Blake, to whom, as Governor, the matter was referred, considered that a very important public building such as this should be of the best and Messrs. Denison, Ram & Gibbs were accordingly instructed that they might provide in the first instance for the use of first-class materials and of granite where they deemed it desirable to introduce it on the principal fronts. Should the tenders prove to be much in excess of the estimated cost, it would afterwards be considered what modifications, if any, should be made in the materials to be used. It was thought that the sum of \$500,000 should cover the cost of first-class materials and permit of a fairly handsome exterior.

7.—Up to the 31st December, 1909, when their engagement as architects was terminated by mutual consent, Messrs. Denison, Ram & Gibbs prepared the drawings, specifications and bills of quantities for work and the requisitions for materials required from England.

8.—To facilitate the erection of the building, it was arranged that a contract for the foundations should be let separately and prepared plans accordingly. The proposals which they originally submitted for the foundations were considered to be in excess of requirements and they were materially reduced at the instance of the Director of Public Works with a view to keeping within the estimate. The number of piles was reduced, the width of the concrete foundations curtailed and brick footings were substituted for stone.

(Continued on page 5.)

INTIMATIONS

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Wine and Spirit Merchants.

133

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MAPPIN & WEBB'S

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PRINCES PLATE.

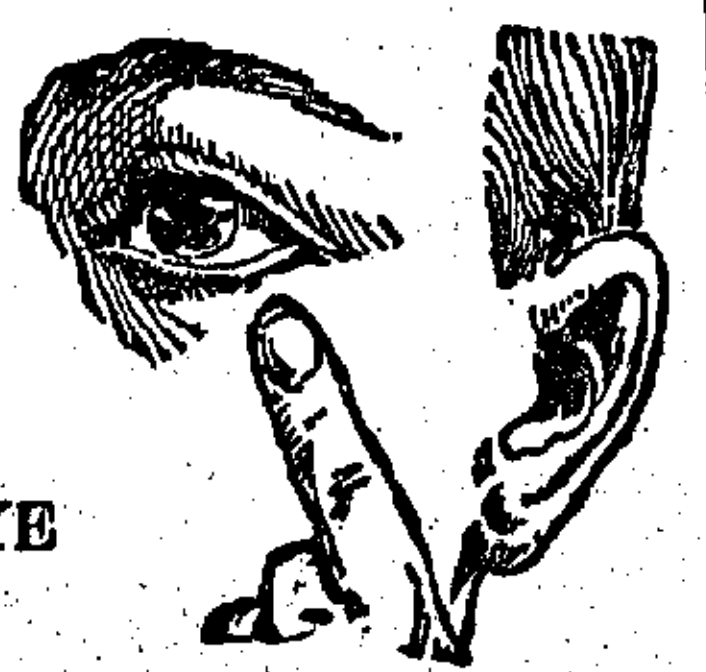
45

OUR

STUDY

OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

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75

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to receive prepaid our celebrated Treatise, "The Cause and Cure of Rheumatism," illustrated in colours.

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If you have Rheumatism, cut out the above Coupon and send it to us with your name and address plainly written on the blank lines. Return post will bring you our celebrated book, "The Cause and Cure of Rheumatism," explaining the wonderful treatment which is curing so many thousands of Rheumatic sufferers. This treatment we call Magic Foot Baths, and they are curing very bad cases of every kind, no matter how severe. They are curing cases of 30 and 40 years' suffering after doctors and baths and medicines had failed. Send us the coupon to-day and we know that after receiving our Booklet and reading and thoroughly understanding our treatment you will not hesitate to accept the offer we shall make you. Our faith is so strong that our treatment will cure you that we want you to write immediately for Booklet, so cut the above coupon and send it to the Magic Foot Bath Co., China Agency, P. O. Box 384, Hongkong, China. Send no money, no stamps, just the coupon and we will send our Booklet by return of post.

[1341]

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113-5

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17-5

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OFFICE.

NEW AND UP-TO-DATE

HONGKONG'S NEW POST OFFICE.

(Continued from page 3.)

9.—Tenders for the modified proposals were called for in September, 1903, and the amount of the lowest received, after correction of arithmetical errors, was \$174,170.88. In view of the large excess over their estimate (\$122,000, including drainage), the matter was referred to Messrs. Denison, Ram & Gibbs, who obtained a tender amounting to \$134,001.04 from a contractor who had not previously tendered and whom they recommended as being capable of carrying out the work. This tender was accepted in November, 1903.

10.—In February, 1905, Messrs. Denison, Ram & Gibbs forwarded the drawings, specifications, etc., for the superstructure, and they were then requested to furnish an estimate of the cost of the building based upon the documents submitted. Their estimate, dated 17th April, 1905, was as follows:—

Contract for superstructure as planned with additional storey and with all mouldings to level of top parapet in granite.....	\$820,000
Heating to public hall and Treasurer's clerks' office.....	750
Electric lighting including plain fittings and lamps.....	10,000
Electric bells (3 entrances and living rooms on second floor).....	250
Lighting conductors.....	950
Lifts including fixing.....	8,500
Drainage.....	500
Sanitary fittings.....	4,000
Water supply.....	500
Post Office fittings and contingencies.....	2,500
Total.....	\$847,950

to which had to be added:—
Contract for foundations..... 134,000
Extras on same, greater length of piles..... 13,000
Extras on same, concrete and asphalt floor of basement..... 21,000

Total, exclusive of Architects' fees... \$815,950

11.—The extras on the foundations arose out of the necessity of using piles of greater length than had been estimated for and of ensuring that mails stored in the basement should not be damaged by water penetrating through the floor, etc.; hence the item "concrete and asphalt floor of basement."

12.—The foregoing amended estimate was submitted to Government in May, 1905, and it was decided that tenders should be called for without modification of the drawings and specification.

13.—The lowest tender received, which was accepted, amounted to \$833,912.24, or fully \$13,900 in excess of Messrs. Denison, Ram & Gibbs' estimate, so that the estimate then became:—

As above.....	\$815,950
Excess on tender for superstructure.....	13,900
Architects' fees.....	42,150
Total.....	\$872,000

14.—This sum appeared in the estimates for 1906.

15.—The tender for the superstructure was accepted on the 26th July, 1905, but as the foundations were not completed until the 23rd January, 1906, the contractors were not let into possession of the site until that date.

16.—In the meanwhile His Excellency Sir Matthew Nathan proposed that a Clock Tower should be added to the building and Messrs. Denison, Ram & Gibbs were instructed to prepare some sketch designs for such a tower. After one of their designs had been selected, they were asked to furnish an estimate of the extra cost involved, and their estimate, dated 16.10.05, was \$32,000. The addition of the tower having been sanctioned, Messrs. Denison, Ram & Gibbs' estimate was revised by the Public Works Department and, as it was considered inadequate, a further sum of \$22,150 was added to it. Architects' fees had again to be allowed for and a grand sum of \$2,100 was added to cover these, thus bringing the total estimated cost up to \$829,250, or, as it appeared in the estimates for 1907 and succeeding years, \$830,000.

17.—The further increases which have occurred are set forth in considerable detail in the accompanying statement and it appears unnecessary to allude to them here further than to state that, owing to the large expenditure involved in the case of this building, it was deemed advisable to partly insure it against fire during construction, and a sum of \$3,672 was expended on this service. This is a new departure and, in accordance with the practice of the Government, the insurance has been discontinued since the building was completed. In Messrs. Denison, Ram & Gibbs' design, no protection was shown for the iron columns and girders, on which considerable portions of the building are supported and, as the consequences of a fire would doubtless have been most serious under such conditions, it was decided that all such columns and girders should be encased in cement concrete and an expenditure of \$14,567 was incurred in carrying this out.

W. CHATELAIN,
Director of Public Works.
9th November, 1911.

UNITED SUMATRA RUBBER.

PROPOSED INCREASE OF CAPITAL.

In a circular to the shareholders of the United Sumatra Rubber Estates, the directors point out that in his speech at the recent general meeting the chairman referred to the possibility of acquiring the properties of or amalgamating with some other company or companies with properties suitable for acquisition and development by the company. This they state is the more desirable as the company's available area is now practically all under cultivation.

The board has now come to the conclusion that it would be in the interests of the company that its capital should be increased to \$120,000 by the creation of

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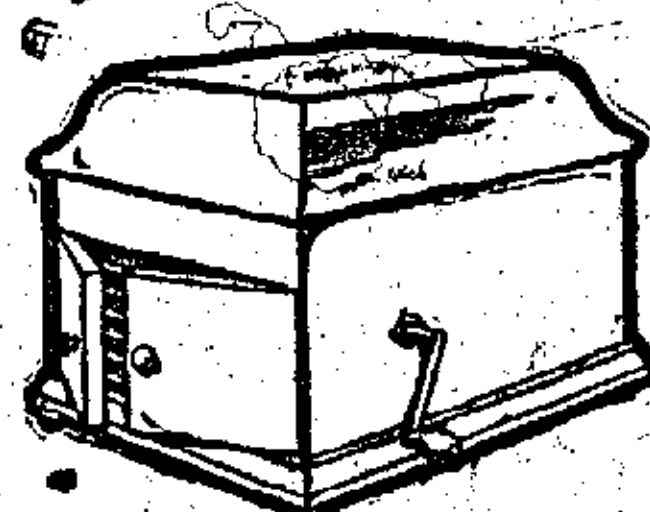
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DOLLS, FUR ANIMALS,
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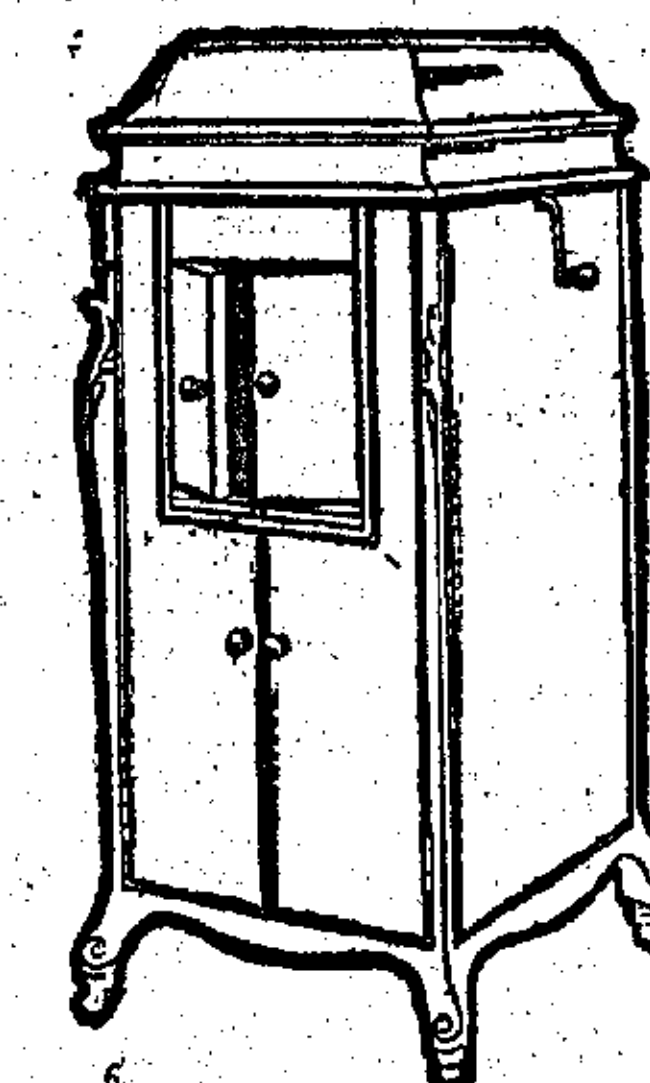
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NEW RECORDS

LOCAL SPORT.

CRICKET.

H.K.C.C. v. UNITED SERVICES.

The following will represent the Hongkong Cricket Club against the United Services on the Hongkong Cricket Club ground on Wednesday and Thursday, the 29th and 30th December, play to commence at 12 noon on the first day and at 10 a.m. on the second day:—R. Hancock (Capt.), R. N. Anderson, R. E. O. Bird, A. A. Claxton, S. H. Dodwell, A. C. E. Elborough, A. H. Gillingham, H. Hancock, J. W. Stephenson-Jellie, J. S. Lloyd, and T. E. Pearce.

RUGBY.

On Wednesday afternoon the Army met the Navy in the first round of the Rugby Cup matches, the former being defeated by one goal and two tries to a try, after an exceedingly hard game. If anything, the Army had the better of matters territorially, though both sides were dangerous spasmodically. The Army forwards had slightly the better of matters in the scrum, enabling Pym to develop a working understanding with the strong Army wing, and Collins was dangerous whenever in possession. Early in the game after a fine run he crossed the Navy

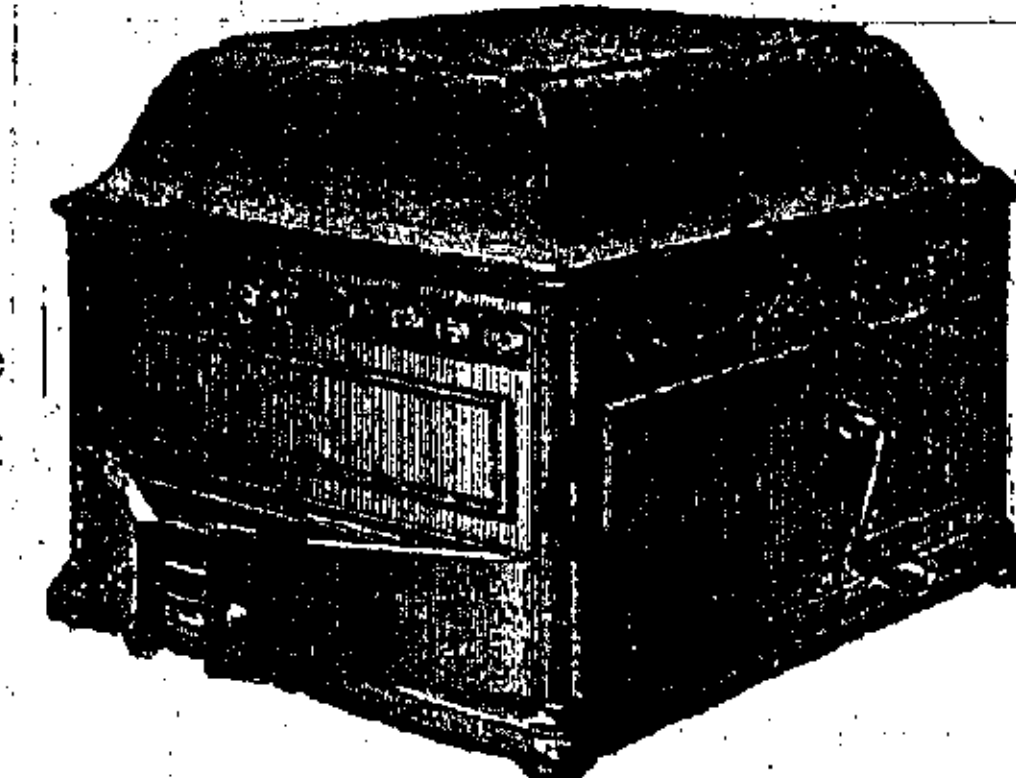
but this was not converted. The Army at length scored through Collins, but the try was not converted. The game wound up with a brilliant try by Chambers, who after a very clever run scored for the Navy, but, the kick failing, the score remained 11 points to 3 in favour of the Navy. In view of their victory over the Army, Saturday's fixture between the Navy and Club should be full of interest and a great game should result as both sides are very keen.

Word has been received from Shanghai

NEW LONDON MODELS

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\$30, 45, 55,
\$75, 100, 150.



RECORDS OF THE LATEST SUCCESSES

WALTZES, RAGS, OPERA Selections and **\$1.60** Double Sided.
BAND MUSIC of all kinds.

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GRAND OPERA 12 inch **\$2.50** Double Sided.

THE BEST OF EVERYTHING you would go to hear if you were Home.

ROBINSON PIANO CO., LD.

[1426]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NOVARA"

Arrived Hongkong on 14th December, 1912.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, C.M.G.

Superintendent.

Hongkong, 14th December, 1912. [1]

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th Dec. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 20th Dec. at 5.30 A.M.

All Claims must reach us before the 27th Dec, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This steamer brings Cargo:—

Ex s.s. "Orseolo" from Venice via Port Said.

Ex s.s. "Barberigo" from Venice via Port Said.

NORDDEUTSCHER LLOYD, MEIERS & CO., General Agents.

Hongkong, 13th December, 1912. [5]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOVAT"

FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"PENBROKESHIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 23rd inst. at 6 P.M. will be subject to rent.

All broken, chafed and damaged packages

at the Godowns where they will be

VICTORIA BRITISH SCHOOL.

ANNUAL PRIZE DISTRIBUTION.

Yesterday the annual prize distribution in connection with the Victoria British School took place at the School. H.E. the Governor (Sir Henry May) and Lady May honoured the function by their presence, and the Bishop of Victoria (Dr. Lander), Professor Smith, the Director of Education (Mr. E. A. Irving), and Capt. Taylor, A.D.C., also attended.

The room had been effectively embellished with flags of many nations, the back of the platform being covered with the Union Jack.

An enjoyable programme of dainty little songs was given by various departments of the school, and a scene from "The Twelfth Night" was vivaciously and cleverly portrayed by children of the upper School, the part of Malvolio being excellently sustained by Master Tom Martin.

The Headmaster (Mr. H. A. Cox) presented the annual report, which was of a very satisfactory nature. It stated, *inter alia*, that girls over 13 years of age were now admitted to the School, and the beneficial effect of this was rendered at once evident. The number on the roll at present was 73, which was by far the largest number since the school was founded. The average attendance throughout the year was 43.7, showing an increase of over 27 per cent. After thanking the boys for the good influence they had exerted in the School, the report stated that the work of the girls was better than the boys, and it was hoped that the boys would endeavour to reverse this in the ensuing year. In regard to athletics, he was glad to say that the School had been enabled to raise a team to compete in the Schools' Football League, for which they deserved to be congratulated, as they were a small lot, while their opponents were mostly Chinese of gigantic stature. (Laughter.) He was trying to form a small library and reading room, and any gifts of books would be esteemed. In conclusion the Headmaster thanked his colleagues for their earnest co-operation.

H.E. the Governor distributed the prizes in accordance with the following list:—

The Form Prizes:—Class II., 1st Leacable; Class III., 1st Grimshaw; 2nd Jacobs; Class IV., 1st Young; 2nd G. Emberley; Class V., 1st D. Bishop; 2nd I. Heald; Extra, G. Woolley; Class VII., 1st Gegg; 2nd Young II.; Class VIII., 1st E. Elson; 2nd G. Brock; Infants, 1st D. Gibson; 2nd Scott. Scripture:—Senior, Grimshaw; Lower, D. Bishop; Infants, Scott. Progress in Latin and French, Young; Mathematics, Leacable; Needlework, M. McIntyre; Infants, M. Gerrard; General Utility, Grimshaw; Attendance, 1st E. Woolley; 2nd Gibson; Oxford Local Certificate—Junior, Leacable; Preliminary, Grimshaw and Jacobs. Lugard Scholarship—Grimshaw.

H.E. the Governor, in the course of a short speech, said he was sure that if the parents of the scholars had listened to the excellent report with the great pleasure that he had, then he thought they would be very well satisfied with the instruction which their children were receiving, and at the excellent way they were being brought up. (Applause.) He had before him a few notes that he had made from a report of the Director of Education, and he was glad to say that from that report he noticed that the school had made most excellent progress, and he congratulated Mr. Cox and the staff most heartily on their success. His Excellency commented favourably on the innovation introduced in allowing girls over 13 to remain at the School, and then referred to the extraordinarily satisfactory appearance of the boys and girls there. They looked healthy and happy, and he declared that he had never seen a better looking lot of children. Continuing, His Excellency said—I think that we in this Colony—by we I mean the official "we"—pay rather too much attention to the education of other people's children and too little to the education of the children of our own people. A great many English people are making this Colony their home, and I think it is our duty to extend to them every facility for educating their children in the Colony. The boys that are learning elementary education will make very nice material for Professor Smith. He would like to take care of them later, and make them into engineers, where they may become Professors themselves in later years. What I can do—if I can do anything to assist the education of all English children in this Colony while I am holding the reins of Government—I shall happily do. I notice that Mr. Cox wants an addition to his library. Well, if he will send me a list running up to, say, about 24 or 25 I will write Home for them. (Applause.) I want several of the boys in this School whom I have seen to-day in the Volunteers by-and-by. If they do not come forward and take it up, then there will be some words about it. (Laughter and applause.)

Cheers were then lustily raised by the children for Sir Henry and Lady May.

THE PANAMA CANAL.

EFFECT ON THE WORLD'S COMMERCE.

A discussion on the effect of the Panama Canal on the world's commerce took place at a dinner of the London Chamber of Commerce, held at the Trocadero Restaurant last month. Mr. Faithfull Begg, Chairman of the Council of the Chamber, presided, and among the Company were Sir John Pringle, Sir Thomas Pink, Sir Henry Austen Lee (Commercial Attaché to H.M. Embassy, Paris), Colonel Sir John Bingham, Sir John Turner, Mr. Edgar E. Bowring (of the Dominions Royal Commission), Mr. Lewis R. S. Tomalin, Mr. C. Charleton (Vice-President of the Chamber), Mr. J. A. Martin, Mr. W. K. George (Canadian Manufacturers' Association), Mr. J. G. Colmer, Mr. J. P. Cooper (Secretary of the Council of Foreign Bondholders), Mr. C. Taylor, Señor Don Santiago Perez Triana (Chargé d'Affaires for the Republic of Salvador), Señor P. Acosta Delgado (Consul-General for Venezuela), Señor Augustus Edwards (Chilean Minister), Mr. D. O. Malcolm (Secretary to the Dominions Royal Commission), Mr. J. F. Douglas (Seattle Chamber of Commerce), Mr. Henry Clarke, Mr. Donald Campbell (Dominions Royal Commission), Mr. E. R. P. Moon, and Mr. C. E. Musgrave (Secretary).

The Chairman prefaced the discussion with the explanation that it was intended to avoid references to political or diplomatic aspects of the question, though all would hope that a satisfactory and honourable settlement of the tolls question would in due course be arrived at between the two great nations. Commerce was like water and would flow in the channels of least resistance. But long-established trade had a *vis inertiae* about it which would in a large measure prevent such sudden changes as were probably expected by many. He thought, therefore, that they must not anticipate any violent changes to take place in consequence of the opening of the canal. The Japanese had taken very early steps indeed, and they had a Commission of the Government, though not strictly official, examining the question on the spot. They had already visited all the chief ports on the Pacific coast. Our own Government had taken action, but not of an energetic character; it had, indeed, been a little slack. (Cheers.) He suggested, however, that the British Imperial Council of Commerce, a body which had really been brought into existence by that Chamber, might follow the example of Japan, and send a deputation to investigate the question on the spot.

Mr. W. K. George, of the Canadian Manufacturers' Association, said the construction of the canal might possibly divert a certain amount of Canadian trans-continental trade, on its way west from the Far East, but he did not think that the railroads need fear, because their present problem was how to develop fast enough to meet the requirements of what was practically local trade. Build as rapidly as they could, it was almost impossible for them to meet these necessities. The West, however, had no fear. They looked for a great development from cheaper freights from Europe, and they hoped that the canal would lead to larger direct immigration from the European continent, which was absolutely necessary; while unquestionably a very large amount of the freight traffic would go West to the Pacific coast instead of East, and come to Great Britain by water.

A PACIFIC COASTING STATION. Mr. C. N. Armstrong (Canada) drew attention to the possibilities of Fanning Island, which, he said, possessed the only possible British harbour between China and Panama. It would be absolutely necessary to establish a coaling station in the Pacific, and there was a natural harbour on that island which at very little expense could be made to hold a British fleet. The interest of Canada in it was very great, for not only would it be a port of call for the All-Red line to New Zealand, but it was bound to be the meeting place of Canadian and Australian cruisers which, he hoped, in time to come would police the Pacific.

Mr. Donald Campbell (Australia) expressed the opinion that, owing to the possibilities of Eastern trade *en route* via the Suez Canal, the Panama Canal would not seriously change the course of Australian business.

Mr. A. Aoki, Acting Consul-General for Japan, said he had heard that some Japanese Shipping Companies interested in the American trade were considering the possibility of opening a new line of ships through the Panama Canal to the Eastern coast of America. He understood also that some European Shipping Companies had planned to open lines to the Far East by way of the Canal. If these plans were carried out it was certain that Japan would be benefited, and the Japanese, in anticipation of that development, were constructing improved harbour accommodation.

Mr. E. B. Tredwin, Chairman of the Australian Section of the London Chamber, agreed with the opinion that the Canal would not lead to much displacement of trade on the Australian route.

Mr. J. F. Douglas, Vice-President of the Seattle Chamber of Commerce, foresaw a great development of the lumber trade from Alaska by way of the Canal, and an expansion of the trade with this country.

CANADIAN PACIFIC RAILWAY.

BIG ROLLING STOCK ORDERS.

During the present year the Canadian Pacific Company has ordered rolling stock to the value of 48 million dollars (\$26,000,000), which is double the amount ever ordered by any railroad system in North America during a corresponding period.

INTIMATIONS.

TO-DAY



More than

THREE-QUARTERS OF A MILLION

Remington Typewriters are in use—more than any other make, and more than many others combined.

To-day, as always, the bulk of the Typewriting of the World is done on

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N.B.—Please write, and return of post will bring you free of charge an illustrated booklet, "Touch Method Typewriter Instructor," invaluable to all using a Typewriting Machine. [47-2]

SPECIALITIES FOR XMAS.

WE have Specially Selected an Assortment of Liquors for Xmas as follows:

\$15 PER CASE.	\$20 PER CASE.	\$25 PER CASE.
1 bottle of F.O. T. Port.	1 bottle of F.O. T. Port.	1 bottle of V.O. T. Port.
1 " Sherry, F.O. T.	1 " Amontillado Sherry.	1 " Maduro Sherry.
1 " B.O. Whisky.	1 " Gin.	1 " Gin.
1 " Brandy.	1 " Brandy.	1 " Brandy.
1 " Gin.	1 " Peppermint, Pint.	1 " Peppermint, Pint.
1 " Peppermint, Pint.	1 " Whisky, B. & W.	1 " Whisky, B. & W.
50 Egyptian Cigarettes.	0 " Medoc Superior.	12 " Medoc Superior.

Cases will be made up to order if required.

GARNER, QUELCH & Co.

TELEPHONE 636.

NEW YORK BY AIR.

MR. GRAHAME WHITE'S PLAN FOR NEXT YEAR.

Mr. Grahame White proposes next year to attempt to fly the Atlantic in 30 hours. Plans for the trip are practically complete. A large hydro-aeroplane, driven by four engines of 250-h.p. each, is being designed for the journey. A smaller machine, driven by four 35-h.p. engines, has been constructed for experimental flights.

"Nothing is impossible in aviation," said Mr. Grahame White in outlining his scheme to an *Express* representative. "I am confident that the journey can be accomplished. When you consider the wonderful strides which have been made in the art of aviation during the past two or three years, and the possibilities of the aeroplane, a flight to America in less than two days is well within the bounds of possibility. Indeed, in another ten to fifteen years the journey by air may well be accomplished in 15 hours."

"We shall, of course," he said, "fully before attempting the flight, I propose to carry six persons—two pilots, two mechanics, and two passengers. One man who is anxious to accompany me has already made a handsome offer." The machine will be constructed at Hendon, and a speed of 100 miles an hour is hoped for. The landing will be made, probably in New York Harbour.

"I have not yet fixed on my place of departure; nor do I know what period of the year I shall select," continued Mr. Grahame White. "It will depend largely on the weather. Autumn, for instance, may be more favourable than summer for the journey. It has happened to me more than once when I have crossed the Atlantic. The sea in autumn has been calmer than, say, in July. I estimate that the experiment will cost anything from £15,000 to £20,000. The quantity of petrol which we shall use, for instance, will be enormous. The engines will be larger than any yet designed, and I anticipate some difficulty in obtaining them."

"No provision will be made for boats along the track. Such assistance will be unnecessary, for even if we come down on the ocean we shall be able to keep afloat and rise again."

NEW SIAMESE STAMPS.

NOT IDEAL PRODUCTIONS.

The *Bangkok Times* says:—The new stamps, bearing the likeness of His present Majesty, have now been issued. There are twelve values in the present issue, 2, 3, 6, 12, 14, and 25 satangs, and 1, 2, 3, 5, 10, and 20 ticals. The forty fiscal stamp has been dispensed with.

In size and colour the new stamps correspond to those of the late reign, but a different bordering has been adopted. In the satang values, which show the head of the King, full face, there is a decorative bordering on the left side only, so that the portrait does not appear in the centre. The decorative work includes four "prom yi" figures.

The tical values, which, as before, are a larger stamp, present a three-quarter length portrait in the centre, surrounded by a border, which alone is coloured. It must be stated that the new issue is not regarded altogether with approval by those qualified to express an opinion. The chief defect complained of seems to be that the paper used is too thin, so that if the stamp is affixed over printed matter the printing shows through, giving the stamp the appearance of having already been cancelled. The higher values also are not regarded as very artistic productions.

THE YOKOHAMA DOCK

CO. LTD.

Telegraphic Address: "DOCK," Yokohama

Codes used:—A.B.C. 4th, 5th Edition. Lieber's, Scott's, A. 1, and Watkins's

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including all shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Machinery of all kinds, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area, 73,345 square yards, or 15,115 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [4705]

R.M.S. "DUNOTTAR CASTLE."

THE above Steamer of 5,637 Tons Register and Class 100 A.1. at Lloyd's, having Superior First Class Passenger Accommodation, fitted with Wireless Telegraphy, Electric Fans in all Staterooms and carrying First Class Passengers only. She will arrive here on THURSDAY, January 2nd, and sail for SINGAPORE, PENANG, HONGKONG, CALCUTTA, MADRAS, COLOMBO, BOMBAY, SUEZ (for CAIRO), PORT SAID, MESSINA and MARSEILLES on MONDAY, January 6th, 1913. A number of vacant First Class Berths are available at Moderate Rates, and special accommodation can also be booked if required. For further particulars please apply to—

JARDINE, MATHESON & Co., LTD.

AGENTS.

Hongkong, 15th November, 1912.

[1313]

STOLEN PEARLS.

THEFT OF QUEEN OF SIAM'S NECKLACE RECALLED.

Almost coincident with the daring theft of £10,000 in gold between London and Alexandria, the Association of Diamond Merchants, of Charing Cross, have within the last few days received a cheque for the amount of the insurance effected on the wonderful £10,000 necklace which was purchased by the Queen of Siam three years ago, and was stolen in transit.

This rope of two hundred and fifty-two pearls, of which two only have been recovered, was specially made up of perfectly matched gems, and was consigned to Siam in the spring of 1909.

The amazing story of how the stolen pearls were finally traced was told to a *Daily Graphic* representative by Mr. E. W. Smith, the head of the firm of Mr. F. W. Margrett, one of the directors, largely through whose untiring efforts during the last three years one of the principals concerned in the theft was recently sentenced to a term of imprisonment at Singapore.

"The necklace, with other jewels," said Mr. Smith, "was packed in the usual way in a leather case enclosed in a zinc-lined packing-case. This was sealed at every corner, on the top, at the sides and on the bottom, and was placed on board a North German Lloyd liner at Southampton by one of our own representatives, who handed it to the purser, by whom it was placed in the vessel's strong-room. At Singapore the case was transferred to another vessel for Bangkok, and the same process was gone through again. The purser at Bangkok handed the box to the head wharfinger to be placed in the Customs department, where it was collected by the Queen of Siam's chamberlain later on the same day."

WHEN THE CASE WAS OPENED. "By a pure coincidence, Mr. Margrett, one of our directors, travelled by the same boat to Bangkok, and in the afternoon of the day he landed he was amazed to receive a visit from the Queen's chamberlain, who told him that when the case was opened it was found that though the outside seals were intact, the zinc lining had been cut, and the pearls and other jewels abstracted. He inspected the case and found that it had been opened in a very clever manner by removing a small part of the lid of the box away from the seals, cutting the lining, and then replacing the portion of the lid taken off. The iron binding had also been carefully refixed, and, to all outward appearance, the case had never been touched."

"Every inquiry was made at every stage of the long journey, but for many months afterwards not the slightest clue to the mystery could be obtained. The insurance company, as is customary, refused to pay the claim until actual proof could be produced that a theft had taken place. Then, months afterwards, we received a cable in London from Singapore that two very fine pearls had been offered in payment of a debt. These pearls were said to have come from Bangkok. That was sufficient for us. Mr. Margrett immediately left for Singapore to investigate, and after two years we finally traced some though never all of the gems."

Mr. Margrett continued the narrative. "When I arrived at Singapore," he said, "I discovered that De Boscok, the wharfinger at Bangkok, who received the pearls, had been spending some time in Singapore soon after the disappearance of the necklace. He had apparently been betting heavily and got into low water. Finally, he could not pay his bookmaker a debt of 650 dollars, but offered two pearls in place of the money. The bookmaker took the pearls to a solicitor for his opinion as to what he should do. Now that solicitor happened to know something about pearls, and knew the two shown him were very fine, and reminded him of the Queen of Siam's necklace being stolen. He told the bookmaker to have nothing to do with them."

A STERN CHASE. "The man declared that he had received them honestly, and straightway handed them to a friend who was going to Australia to sell for him. I arrived on the scene about this time, heard the whole story, and called to the man in Australia to bring the pearls back again. Meanwhile, I started out to trace De Boscok, but he had disappeared. We heard of him at Rangoon, at Colombo, Penang, Batavia, and other places, and in each case we arrived just a week after he had left."

Just about then I heard of some more pearls which had been mysteriously sold in Singapore. There were thirty-three of them, and apparently they had been sent straight to Paris. After inquiries in London and Paris, we traced the buyer, but too late. The pearls had been sold

again. But we established the fact that De Boscok had originally sold them in the first place in Singapore.

"Months went by, and though we repurchased the first two pearls we could find no trace of De Boscok till at last Scotland Yard was notified of his arrival in England. A few hours later he was arrested in the East End, and sent back to Singapore. At the trial the defence declared that it was impossible to wear to any pearl, but by chance one of these recovered was the centre of the necklace, and the only individual gem we had weighed. This evidence and my own conviction of the judge, and De Boscok was sentenced not many weeks ago to two years' rigorous imprisonment for being in possession of stolen property."

WEATHER REPORT.

On the 19th at 12.30 p.m.—Pressure has increased considerably over N.E. China, and moderately over central and S.E. China and S. Szechuan. It is nearly stationary along the E. coast of China.

An anti-cyclone is forming over N.E. China and S.W. Manchuria.

There are indications of a typhoon to the east of Luzon travelling N.W. Freshening monsoon is indicated along the E. coast of China and over the northern portion of the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DETERMINED FORECAST.
Hongkong & Neighbourhood
Formosa Channel ... N.E. gale.
South coast of China between the same as Hongkong and Lamook. No. 1.
South coast of China between the same as Hongkong and Hainan. No. 1.
N.E. winds, fresh, cloudy.

PASSED THE CANAL.

November 15th—Benlawers, Canton, Nera, Ping Sney, Dembookus, 10th—Corinthia, Glenochy, Vorwicks, Yangtze, Furst Bulow, 2nd—O. Ford, Lucius, Derfflinger, Hector, Indrants, Jason, Kleist, Mishima Maru, Miyazaki Maru, Pathan, Priam, Arminia, Rutherglen, 28th—Indramayo, Perseus, Saechen, Yunnan, Glenfarg, Nankin, 29th—Agamemnon, Sunda, Den of Glamis, Magellan, Neleus, December 3rd—Bendoran, Calchas, Candia, Indravadi, Spezia, Goldenfels, Kansas, 6th—Dumbie, Jessorie, Kitano Maru, Montrose, E. F. Friedrich, Prinz Ludwig, Telemachus, Arcadia, Indrakula, 10th—Garmarthen-shire, Kago Maru, Koerber, Myasna, Duedina, Titan, Euphrate, 13th—Bohemia, Laertes, Peleus, Sardinia, Paul, Jecot, Lamodon, 17th—Denglo, China, Japan, Scandia, Vorony.

ARRIVALS AT HOME.

December 17th—Nyansa, Den of Glamis, Paul Levat and Priam.

LATEST STEAMER MOVEMENTS.

The P.M. str. Korea arrived at San Francisco on the 16th December.

The P.M. str. Mongolia sailed from Yokohama on the 16th December, for this port via Kobe, Nagasaki and Manila, between 10 a.m. and noon. Her mails have been transferred to the N.D.L. str. Lueltow.

The H.A.L. str. Segovia left Tsingtau on the 18th December, p.m., and may be expected here on or about the 23rd December, a.m.

The M.M. str. Ernest Simons, with the outward French mail, will leave for Europe on the 26th December, at 7 p.m.

The M.M. str. Caledonian, with the outward French mail, will leave for Europe on the 31st December, at 1 p.m.

The P. & O. str. Sunda is expected to leave Singapore on the 2nd December, p.m.

The C.P.R. str. Montague arrived at Moji on the 19th December, at 9 a.m., and left again at 11 p.m. same day for Kobe, where she is due to arrive on the 20th December, at 5 p.m.

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA. VANCOUVER. B.C.**SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMER	SAILING
"OCKLEY"	End of Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

Next Sailing:—
S.S. "SCHUYLKILL" (A. and O. Line) ... On 30th December.

For Rates of Freight, and Further Particulars, apply to—
THE BANK LINE, LIMITED.
MANAGING AGENTS.

AFRICAN LINES.**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH AND CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Middle of February.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED.
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH AND CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 21st Dec. Connecting with S.S. "KATANGA" 10th Jan.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED.
MANAGING AGENTS. 142-43-44

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

	COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
Also CHINA ... 10,200 tons.		NEW YORK to Europe.
PERIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
MONGOLIA	27,000	TUESDAY, 31st Dec., at 1 P.M.
MANCHURIA	27,000	TUESDAY, 7th Jan., at 1 P.M.
PERIA	9,000	TUESDAY, 28th Jan., at 1 P.M.
KOREA	18,000	TUESDAY, 4th Feb., at 1 P.M.
SIBERIA	18,000	TUESDAY, 18th Feb., at 1 P.M.
CHINA	10,200	TUESDAY, 25th Feb., at 1 P.M.
MANCHURIA	27,000	TUESDAY, 4th Mar., at 1 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 1 P.M.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Korea and YOKOHAMA, Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	From Manila.	Due Hongkong.
Leave Hongkong.				
25th Feb.	CHINA	27th Feb.	21st Feb.	MANCHURIA 23rd Feb.
19th Mar.	NILE	20th Mar.	8th Mar.	NILE 10th Mar.
13th Apr.	PERIA	17th Apr.	16th Mar.	MONGOLIA 18th Mar.
13th May	CHINA	15th May	5th Apr.	PERIA 7th Apr.
3rd June	NILE	5th June	13th Apr.	KOREA 15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 20TH DECEMBER, 1912.

8 a.m. "FATSHAN." 8 a.m. "KINSHAN." 10 p.m. "KINSHAN." 5 p.m. "HEUNGSHAN."

SATURDAY, 21ST DECEMBER, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "FATSHAN." 10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO. MACAO TO HONGKONG.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 22ND DECEMBER.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANULI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILINGS

COPENHAGEN and "CANTON" ... 6,500 ... On 15th Jan.

BALTIC PORTS ... "CANTON" ... 6,500 ... On 15th Jan.

For Freight and Further Particulars, apply to—

TELEPHONE No. 171.

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC**DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver.

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

775

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "KOERBER," 9,900 tons, will leave as above on 19th Jan., at 5 P.M.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 5th January, at D'light.

Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, ROME AND VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

S.S. "PERIA," 12,500 tons, will leave as above about 31st December.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st Feb.

to YOKOHAMA, KOBE via SHANGHAI.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 30th Dec.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.

Superior accommodation for Cabin Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 5th December, 1912. Princes' Building. 155

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	Second half of December.	SHANGHAI	Second half of December.
TJILATAP.	JAPAN	Second half of December.	JAVA	Second half of December.
TJIMANOEK	JAPAN	Second half of December.	JAVA	First half of January.
TJITAROEM	JAVA	First half of January.	JAPAN	First half of January.
TJIMAH	JAVA	First half of January.	JAPAN	First half of January.
TJIBODAS	JAVA	First half of January.	SHANGHAI	First half of January.
TJIPANAS	JAPAN	First half of January.	JAVA	First half of January.
TJILIWONG	JAVA	Second half of January.	JAPAN	Second half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Buildings, 1st Floor.

Telephone No. 375.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "DILWARA," 5,378 tons, Capt. Bishop, will be despatched for SHANGHAI, KOBE and MOJI on 26th Dec., at Noon.

S.S. "ARATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 30th Dec.

WESTWARD.

S.S. "THONGWA," 6,298 tons, Capt. R. P. Fysh, will be despatched for SINGAPORE, PENANG and CALCUTTA on 27th Dec.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched as above on 4th Jan.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 20th December, 1912.

AGENTS.

1892

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	STEAMERS	TONS	TO SAIL
	"LUETZOW," Capt. J. BORTFELD,	17,300	{Wed'day, 25th Dec., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. VON BINZER,	18,300	{About Thursday, 26th Dec.
MANILA, YAP, SAMARAI, MARON, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER,	6,100	{Saturday, 28th Dec., at 9 A.M.

KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST,	6,100	{About Tuesday, 7th Jan.,
KUDAT and SANDAKAN	"BOBNEO," Capt. F. SWANBILL,	5,000	{Middle of Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,**MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 19th December, 1912.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON FEBRUARY 4TH.
"GOEBEN" ... 17,300 tons		
"BREMEN" ... 21,000		ON FEBRUARY 19TH.
"DERFFLINGER" ... 17,250		ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" 16,000		ON MARCH 19TH.
"BUELOW" ... 17,250		ON APRIL 1st.
"PRINZESS ALICE" ... 20,300		ON APRIL 16TH.
"LUETZOW" ... 17,300		ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912.

1115

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 27th Dec., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 7th Jan., 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers,

HONGKONG, 19th December, 1912. PHILIPPINES S.S. CO. 113

THOS. COOK & SON,**TOURIST, STEAMSHIP & FORWARDING AGENTS,****BANKERS, &c.**

Head Office for the Far East:— 16, DES VIGUEUX ROAD, HONGKONG.

SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINESE OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

ARRIVALS.

AFRICA. Austrian str., 2,013, R. Huber, 19th December—Shanghai 16th December, General—Sander, Wieler & Co.

DAIYA MARU. Japanese str., 1,734, K. Kobayashi, 19th December—Karatani 14th December, Coal—Mitsui Bishi Goshi Kaisha.

DELTA. British str., 4,780, E. P. Martin, 19th December—Bombay 4th December, General—P. & O. S. N. Co.

HAIN CHANG. Chinese str., 19th December—Canton.

IBENE. Chinese str., 827, A. B. Baines, 18th December—Taku Bar 12th December, General—Chinese.

KENSA. British str., 2,077, F. Wheeler, 18th December—Singapore 11th December, General—Jardine, Matheson & Co.

PHILIPPINE. British str., 1,065, J. H. Scott, 19th December—Saigon 14th December, Rice and General—Chinese.

PERCHUR. Dutch str., 1,373, C. Goss-wich, 19th December—Sourabaya 8th December, Sugar—Java-China-Japan Lijn.

POLYPHYMUS. British str., 3,061, A. E. Dodd, 19th December—Singapore 11th December, General—Butterfield & Swire.

RANGOON MARU. Japanese str., 3,188, Kamoshita, 19th December—Singapore 13th December, General—Nippon Yusen Kaisha.

TRIFINI. Dutch str., 3,170, de Rooy, 18th December—Shanghai 28th November, General—Java-China-Japan Lijn.

TSINTAU. British str., 1,002, F. Bucking, 18th December—Swatow 17th December, Ballast—Butterfield & Swire.

UPADA. British str., 3,362, A. P. Logan, 17th December—Singapore 7th December, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
December 19th.

CHOWTAL. German str., for Singapore.

HANYANG. British str., for Canton.

ROSE MOE. British str., for Amoy.

POLYPHYMUS. British str., for Yokohama.

RANGOON MARU. Japanese str., for Kobe.

DEPARTURES.

AMAZON. French str., for Shanghai.

ANHU. British str., for Canton.

ANPING. British str., for Samarang.

CHINHA. British str., for Shanghai.

IBENE. Chinese str., for Canton.

GUENALCUT. British str., for Amoy.

NISSHU MARU. Japanese str., for S'pore.

MISSHU MARU. Japanese str., for S'pore.

SHAN. British str., for Hongkong.

TSINTAU. British str., for Bangkok.

WINGSANG. British str., for Canton.

SHIPPING REPORTS.

The British str. *Delta* reports: Between Singapore and Lat. 10.30 N. moderate monsoon and showery weather; thence to port, light monsoon winds and fine weather, moderate N.E. swell throughout.

The Chinese str. *Irene* reports: Moderate wind and sea throughout, from Breaker Point, foggy weather.

The British str. *Upada* reports: Beginning of voyage strong monsoon and normal after.

The British str. *Kumany* reports: Moderate and fresh N.E. wind and sea.

PASSENGERS.

ARRIVED.
Per *Kumany*, from Singapore, Miss Codrington.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. str. *Nippon Maru* left San Francisco for Hongkong via usual ports on the 7th December, and is due here on the 31st December.

The P.M. str. *Nile* left Yokohama for the usual Japan ports, Shanghai and Manila on the 13th December, between 10 a.m. and noon.

The T.K.K. str. *Tenyo Maru* left San Francisco for Hongkong via usual ports on the 13th December, and may be expected here on the 9th January.

THE AUSTRALIAN MAIL.
The I.M.G. str. *Coblenz* left Sydney on the 14th December, at 11 a.m., and may be expected here on or about 8th January.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of India* arrived at Shanghai on the 18th December, at 7 p.m., and left again on the 18th December, at 1 p.m. for Hongkong, where she is due to arrive on the 21st December, at 8 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Ludwig*, carrying the German mails with dates from Berlin of the 27th November, left Colombo on the 15th December, p.m., and may be expected here on the 26th December, p.m.

MERCHANT STEAMERS.
The H.A.L. str. *Armenia* left Singapore on the 14th December, a.m., and may be expected here on or about the 20th December, a.m.

The "Ben" Line Str. *Benlawers*, from Antwerp and London, left Singapore on 13th inst. for this port.

The str. *Dilwara*, from Calcutta, left Singapore on the 15th December, and may be expected here on or about the 20th December, p.m.

The O.S.K. str. *Tacoma Maru*, from Tacoma, left Manila for this port on the 16th December, a.m., and is expected to be here on the 20th December, between 10 a.m. and noon.

The str. *Kansas* passed the Suez Canal on the 3rd December, and is due here on or about 3rd January.

The T.K.K. str. *Kyo Maru* arrives at Honolulu from Manzanillo on the 13th December, and is due in Hongkong on the 18th January.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Chansung, from Java, is due in Hongkong 22nd December.

INDRA LINE.
Indramayo, from New York, is due in Hongkong 23rd December.

VESSELS ADVERTISED AS LOADING									
To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.									
SECTIONS.									
1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to Boat Point			
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.			
LONDON & ANTWERP.	HIMALAYA	Brit. str.	—	H. G. Evans, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	C. H. Watkins, R.N.R.	P. & O. S. N. Co.	About 24th inst.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Deimat	P. & O. S. N. Co.	About 25th inst.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Jager	P. & O. S. N. Co.	On 11th Jan.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Habel	P. & O. S. N. Co.	On 24th Jan.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Beck	P. & O. S. N. Co.	On 24th inst.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Edmond	P. & O. S. N. Co.	On 16th Jan.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Libcke	P. & O. S. N. Co.	On 25th Jan.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	F. L. Sommer	P. & O. S. N. Co.	On 23rd inst.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	T. Hamada	P. & O. S. N. Co.	On 1st Jan., at D'light.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	R. Shimizu	P. & O. S. N. Co.	On 16th inst., at 2 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	J. Kanno	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	J. Bortfeldt	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	W. Davison	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	W. W. Grosse	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	M. Winckler	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	H. Bremer	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	E. Finlayson	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Tulleok	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Logan	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	R. F. Thomson	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	G. Tabuss	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	L. Klugkist	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	M. Yagi	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	H. G. M. Walker	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Morse	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Kamoshita	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	S. Holmwood	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Spencer Wilde	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Ekholm	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	H. Nomura	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Wright	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	T. H. Lishman	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	W. J. Bishop	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	L. Jones	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	F. von Binzer	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Sellier	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Y. Yamamoto	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	K. Tashira	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	T. Fuchigami	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	J. W. Evans	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	A. E. Hodgins	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	W. C. Passmore	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	P. H. Rolfe	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Cross	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Forestry	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Leask	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Miller	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	N. Nielsen	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	R. Y. Anderson	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	G. M. B. Lake	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	S. Yash	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Kawashima	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	E. B. Hirst	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	Corneil	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	F. Sembl	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	J. D. Milne	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			
LONDON & ANTWERP.	BRIGHAMSHIRE	Brit. str.	—	E. de Catalano	P. & O. S. N. Co.	On 31st inst., at 1 p.m.			

VESSELS ON THE BERTH

FOR SHANGHAI

THE P. & O. S. N. Co. Steamship
"DELTA"
Captain E. P. Martin, R.N.R., will leave for Shanghai TO-DAY, 20th inst., at 10 A.M.
For Freight or Passage, apply to
E. A. HEWITT, C.M.G.,
Superintendent.
Hongkong, 19th December, 1912. [1]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"HIMALAYA"
Captain H. G. Evans, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 21st December, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "Maurava," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silt and Valuable, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "Macedonia," due in London on the 1st February, 1913.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWITT, C.M.G.,
Superintendent.
Hongkong, 19th December, 1912. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "BREMONT CASTLE"
On or about 21st Dec.

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 14th December, 1912. [125]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"SCHUYLKILL"
will be despatched from this Port on MON-DAY, the 30th Dec.

For Freight and further particulars, apply to
THE BANK LINE, Ltd.,
Agents.
Hongkong, 13th December, 1912. [1410]

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS & SUEZ CANAL.

(With Liberty to call at the Malabar Coast).

S.S. "SWAZI" ... On 11th Jan. 1913.

For Freight and further information, apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 20th December, 1912. [1378]

新中外港香

CHUNG NGOI SAN PO

(Chinese Daily Press)

PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China.

Indo-China, etc.

Terms for Advertising (Translation) free can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	10 A.M., 20th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	HIMALAYA	Noon, 21st Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA	About 25th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA	About 26th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, C.M.G.,
Superintendent.

Hongkong, 20th December, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LIANGCHOW"	On 21st Dec. M'night.
TSINGTAI, WEIHAIWEI & CHEFOO	"HANGCHOW"	On 23rd Dec., 4 P.M.
HAIPHONG	"SINGAI"	On 24th Dec., 10 A.M.
SHANGHAI	"CHENAN"	On 25th Dec., 4 P.M.
MANILA, CEBU and ILOILO	"KUEICHOW"	On 27th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANUL," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

HONGKONG, 20th December, 1912. TELEPHONE 36. AGENTS. [8]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		On 4th Jan., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS. 56

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ARMENIA	22nd Dec.
S.S. ALTMARK	3rd Dec.
S.S. SILEBIA	14th Jan.
S.S. SUEVIA	27th Jan.
S.S. O. J. D. AHLERS	11th Feb.
S.S. SPECIA	26th Feb.
S.S. SENGAMBIA	10th Mar.
S.S. SITHONIA	23rd Mar.

For Further Particulars, apply to—

HOMEWARD.

For MARSEILLES, HAVRE & HAMBURG:	S.S. SEGOVIA	23rd Dec.
For HAVRE, BREMEN & HAMBURG:	S.S. ALERIA	24th Dec.
For ROTTERDAM, BREMEN & HAMBURG:	S.S. BRASILIA	11th Jan.
For HAVRE & HAMBURG:	S.S. SAMBIA	16th Jan.
For ROTTERDAM, BREMEN & HAMBURG:	S.S. FUERST BUELOW	24th Jan.
For HAVRE, BREMEN & HAMBURG:	S.S. ARMENIA	25th Jan.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th December, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 24th Dec., at D'light.
"HAIHING"	Capt. W. C. Pasmore	FRIDAY, 27th Dec., at D'light.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SATURDAY, 21st Dec., at 4 P.M.
		WEDNESDAY, 25th Dec., at D'light.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 20th December 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., NOON.
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., at Noon.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on SATURDAY, the 21st December, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU
Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUITUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leave
"TACOMA MARU"	T. Hamada	THURSDAY, 25th Dec., at 2 P.M.
"PANAMA MARU"	J. Kamao	TUESDAY, 7th Jan., at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 23rd Jan., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 5th Feb., at 2 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 5th Mar., at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at SHANGHAI, MOJI, " " " " " "
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

For FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 1st Dec., at 10 A.M.

For TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJI MARU"	T. Fuchigami	SUNDAY, 22nd Dec., at 10 A.M.
"DAIGI MARU"	Y. Somekawa	SUNDAY, 29th Dec., at 10 A.M.

For ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WEDNESDAY, 25th Dec., at 8 A.M.

For CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	SATURDAY, 21st Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Seen Yip Wharf (near the Harbour Office, Fraya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER,
Second Floor, No. 1, Queen's Building.

COMPAGNIE MARITIME INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

FORTNIGHTLY.

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 1st Jan., 1913, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 1st Jan., at Daylight.
	AKI MARU Capt. B. Kon	12,500	WEDNESDAY, 15th Jan., at Daylight.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. R. Shimizu	12,500	TUESDAY, 31st Dec., at Noon.
	SADO MARU Capt. Asakawa	12,500	TUESDAY, 14th Jan., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winokler	9,300	FRIDAY, 20th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine	7,000	WEDNESDAY, 15th Jan., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	COLOMBO MARU Capt. Kawashima	6,000	SATURDAY, 28th Dec.
BOMBAY VIA SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	12,000	MONDAY, 23rd Dec.
KOBE and YOKOHAMA	KAGA MARU Capt. G. Tabusa	12,500	THURSDAY, 2nd Jan., at 11 A.M.
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Kamoshita	17,000	FRIDAY, 20th Dec.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	9,600	WEDNESDAY, 15th Jan., at Noon.
SHANGHAI, KOBE and YOKOHAMA	HAKATA MARU Capt. H. Nomura	12,500	MONDAY, 23rd Dec.

* Fitted with New System of Wireless Telegraphy.

† Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class £25
	2nd Class £17
" " LONDON via NEW YORK...	1st Class £55
	2nd Class £40
" " " via MONTREAL...	1st Class £54
	2nd Class £37

Round-the-World, 1st Class throughout, via NEW YORK ... £102
" " " via MONTREAL ... £100

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-66]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
Steamer	Tons	Neon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	January 18	MOOLTAN	10000	Feb. 15	Feb.
ASSAYE	7500	February 1	MALAJA	12500	Mar. 1	Mar.
HIMALAYA	7000	February 15	MOREA	11000	Mar. 15	Mar.
DEVANHA	8000	March 1	MARMORA	10500	Mar. 29	April
DELTA	8000	March 15	MEDINA	12500	April 12	April 1b
INDIA	8000	March 29	Through Steamer		April 26	May 2
ASSAYE	7500	April 12	MONGOLIA	10000	May 10	May 16
DEVANHA	8000	April 26	MACEDONIA	10500	May 24	May 30
CHINA	8000	May 10	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £136.14 RETURN.
2nd " £48.8 " £72.12IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NOBE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £38.10 " £57.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. For further Particulars, apply to—

E. A. HEWETT, C.M.G.

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